

**WSDOT Recommendation to Secretary MacDonald
for the
Puget Sound Regional Council
Metropolitan Planning Organization
2005 – 2007
Transportation Improvement Program
Amendment for June 2006**

FINDINGS

TIME FRAME:

The Puget Sound Regional Council's (PSRC) Transportation Improvement Program (TIP) amendment for June 2006 covers a period of two years from 2006 through 2007.

PROJECTS INCLUDED:

The amendment deactivates one project, adds new lines to four projects, reinstates two projects, and corrects three projects.

PRIORITY OF PROJECTS:

The projects within this amendment were selected and prioritized using the framework of *Destination 2030*, which includes the Metropolitan Transportation Plan. PSRC has a TIP policy framework that has been continually updated since 1993. Projects in this TIP amendment are consistent with the TIP Policy Framework revised September 28, 2000. The framework includes a set of nine policy focus areas to more strategically direct federal funding to regional priority areas.

FINANCIAL PLAN:

The attached Figure 6, Financial Feasibility: Expenditures vs. Revenues demonstrates that the amendment can be implemented as expenditures do not exceed revenues. The revenue estimates are based upon the most recent figures for authorized levels of programming within each funding category.

The Strategic Planning and Programming Division, the Highways and Local Programs Division, and the Public Transportation and Rail Division reviewed PSRC's TIP amendment for June 2006 and based on expected revenue the TIP amendment is financially constrained.

COOPERATION:

The amendment was developed in cooperation with member jurisdictions, member transit agencies, the Washington State Department of Transportation (WSDOT) Northwest and Olympic Regions, the Washington State Ferries, and the Urban Planning Office.

PUBLIC INVOLVEMENT:

The PSRC public involvement process provided citizens with a reasonable opportunity to comment on the Air Quality Amendment prior to adoption. The Air Quality Amendment was published in the *PSRC Regional View* and on the PSRC website as a map with project locations and information. Two comments were received and presented at the August 13, 2005, meeting of the Transportation Policy Board and on October 27, 2005, at the Executive Board meeting.

The projects in the June amendment were included in previous versions of the TIP and were available for public review and comment during previous PSRC Transportation Policy Board and Executive Board meetings.

CONGESTION MANAGEMENT PROCESS (CMP):

A Congestion Management Process (CMP) for PSRC was prepared in September 1994 to go along with the 1995 update of the *PSRC Metropolitan Transportation Plan*. The 2005 - 2007 Air Quality Amendment is consistent with the CMP. PSRC has the components of a fully operational CMP in place as required by 23 CFR Part 450. The work plan for the CMP is in Technical Paper MTP-13.

AIR QUALITY CONFORMITY:

The air quality conformity analysis demonstrates that PSRC has met the emission requirements of federal and state clean air acts.

The Environmental Protection Agency (EPA) has designated the Central Puget Sound region as a maintenance area for Particulate Matter less than 10 microns in diameter (PM₁₀) and for Carbon Monoxide (CO).

In 2005 EPA revised the ground level Ozone (O₃) emission requirements from the “one-hour” standard to the “8-hour” standard. The result of this change is that PSRC is now “Unclassifiable/Attainment for Ozone.”

As required by the federal Clean Air Act, there are maintenance plans for the three PM₁₀ nonattainment areas. The EPA approved these plans on May 14, 2001. The CO Maintenance Plan was approved on October 11, 1996.

A positive air quality conformity analysis was confirmed at the Air Quality Consultation meeting held on November 3, 2005.

RTP CONSISTENCY:

The amendment was reviewed for consistency with the PSRC Destination 2030. Destination 2030 is the current MTP/RTP. Each project in the amendment was evaluated by the PSRC staff and is consistent with the Destination 2030.

INTERMODAL/MULTIMODAL APPROACH:

This amendment includes transit, highway, bicycle, pedestrian, transit and safety projects. Based on the variety of projects within the document, it is apparent that a multimodal approach was used to develop the TIP and this amendment.

FUNDING FLEXIBILITY:

PSRC has primary project selection responsibility for STP (Urban), STP (Rural), CMAQ, and FTA funds. These funds may be used for highway, arterial, enhancement, and transit projects. This is a funding flexibility provision of SAFETEA-LU.

CROSS-REGIONAL CONSISTENCY:

In developing the Air Quality Amendment and the June amendment, cross-regional consistency was achieved by member agencies coordinating transportation outside the immediate 4-county area in PSRC. WSDOT Northwest, Olympic, and South Central Regions, the Washington State Ferries, and the Urban Planning Office are members of PSRC. The Thurston Regional Planning Council, the MPO for Thurston County, is an associate member of PSRC.

CONCLUSION

After review and analysis of the Puget Sound Regional Council's TIP amendment for June 2006 and as set forth in the above findings, the Policy Development and Regional Coordination Branch find the document in compliance with the requirements of Sec. 134, Title 23 U.S.C.

RECOMMENDATION

Based on the above findings and conclusion, the Policy Development and Regional Coordination Branch recommend the Secretary of Transportation approve the Puget Sound Regional Council's TIP amendment for June 2006.

**WSDOT Recommendation to Secretary MacDonald
for the
Southwest Washington Regional Transportation Council (RTC)
Metropolitan Planning Organization
2006—2008
Transportation Improvement Program
Amendment for June 2006**

FINDINGS

TIME FRAME:

The Southwest Washington Regional Transportation Council's (RTC) Metropolitan Transportation Improvement Program (TIP) amendment covers federal fiscal years 2006 through 2008.

PROJECT INCLUDED:

This C-TRAN TIP amendment shifts 5307 funds from Preventative Maintenance to Bus Replacement, and increases Section 5307 funds for Transit Enhancement. This regionally significant bus replacement project allows C-TRAN to replace approximately 11 35-foot coaches and 31 25-foot demand response coaches.

PRIORITY OF PROJECTS:

Selected and prioritized projects in the TIP considered transportation planning, safety, preservation, and increased efficiency of the transportation system. RTC supports all aspects of the transportation system including air, roads, public transportation, sidewalks, bike lanes, and travel demand management.

Selection and prioritization of this amendment was in accordance with RTC's regionally established transportation goals and policies.

FINANCIAL PLAN:

The financial plan, beginning on page nine of the TIP, indicates the funds programmed do not exceed estimated revenues. The Strategic Planning and Programming Division, the Highways and Local Programs Division, and the Public Transportation and Rail Division reviewed RTC's TIP amendment and based on expected revenue it is financially constrained.

COOPERATION:

RTC developed this amendment in cooperation with C-TRAN, member jurisdictions, and WSDOT. All parties are active members of RTC.

PUBLIC INVOLVEMENT:

Page three of the TIP describes the RTC's public involvement process. Citizens and appropriate parties were provided an opportunity to comment on this TIP amendment through a public comment period and at the June 6, 2006, RTC Board meeting.

CONGESTION MANAGEMENT PROCESS:

The RTC Board of Directors adopted a Congestion Management System (CMS) for the Clark County region in June 1995. This process provides for the continuing analysis of transportation system congestion to identify and implement needed transportation improvements. This amendment is consistent with RTC's adopted CMS.

AIR QUALITY CONFORMITY:

The Vancouver/Portland Air Quality Maintenance Area (AQMA) is designated "unclassifiable-attainment" for Ozone and is therefore no longer required to demonstrate conformity. The Vancouver AQMA is a CO maintenance area which requires no action related to transportation. Pages six through eight in the TIP address the RTC's Air Quality Analysis.

As this project does not add capacity and is exempt from regional air quality conformity analysis, regional air quality conformity analysis does not need to be redetermined. Therefore, this TIP amendment is consistent with the existing air quality determination.

MTP CONSISTENCY:

The Metropolitan Transportation Plan (MTP) identifies and recommends highway, transit, and other transportation related improvements needed to ensure an adequate level of mobility for Clark County. Projects included in the TIP are drawn either directly from specific recommendations made in the MTP or are developed from a more general series of recommendations. The project included in this amendment is consistent with RTC's Metropolitan Transportation Plan.

INTERMODAL/MULTIMODAL APPROACH:

Projects in the TIP provide for the development of an integrated transportation network that focuses on the safe and efficient movement of people and goods. The TIP includes air, street, bike, pedestrian, rail, safety, bridge, highway, and transit related projects.

FUNDING FLEXIBILITY:

This TIP amendment does not use the funding flexibility provisions of SAFETEA-LU.

CROSS—REGIONAL CONSISTENCY:

Clark County, Washington, forms part of the Portland, Oregon, metropolitan area. The two states coordinate and cooperate in transportation planning activities by cross-representation on transportation technical and policy committees. Participation in the development of the Metropolitan Transportation Plan, Transportation Improvement Program, and Unified Planning Work Program further enhances coordination by the two states.

CONCLUSION

After review and analysis of the Southwest Washington Regional Transportation Council's TIP amendment and as set forth in the above findings, the Policy Development and Regional Coordination Branch find the amendment in compliance with the requirements of Sec. 134, Title 23 U.S.C.

RECOMMENDATION

Based on the above findings and conclusion, the Policy Development and Regional Coordination Branch recommend the Secretary of Transportation approve this TIP amendment for June 2006 for the Southwest Washington Regional Transportation Council.